

## REVIEWING GENERAL MOTORS CSFI

We have written many newsletter and magazine articles about the General Motors Central Sequential Fuel Injection (CSFI) system. You know the one; it's on the 1996 through 2001 4.3L/5.0L & 5.7L that suffers from stuck poppet valves. Many of you have tried to free the poppets as recommended by G.M. and clean these units. Or maybe you have even replaced the injector-poppet for the cylinder(s) that had the misfire. Then you find in a week or two the vehicle is back in your shop again for another misfire code. You don't know what went wrong, it ran great when it left, but now you are back at square one again. Well here's what happening, CSFI is similar to the CPI system used on previous 4.3L engines. Rather than one maxi style injector feeding all the poppets and firing every crankshaft revolution, it uses one injector for each poppet that is fired sequentially. This gave the poppets a hot soak period before they fired again. This made these units susceptible to tarnish build up on the poppets and caused the poppets to stick. G.M. has even written lengthy tech bulletins about unsticking seized poppets and servicing this system but they still stick. So what is the answer?

**CALL LTS @ 888-809-3835**

**LTS now has NEW replacement units that utilizes a "mini-injector" instead of a poppet valve. These units are a direct fit and very cost effective. Get yours today and get that "come-back" out of your shop!**

